

**INTERNATIONAL CIVIL AVIATION ORGANIZATION****TWENTY SIXTH MEETING OF THE ASIA/PACIFIC AIR NAVIGATION  
PLANNING AND IMPLEMENTATION REGIONAL GROUP  
(APANPIRG/26)***Bangkok, Thailand, 7 – 10 September 2015***Agenda Item 2: Global and Inter Regional Activities****AIR NAVIGATION ACTIVITIES AT GLOBAL INTRA —  
AND INTER-REGIONAL LEVEL**

(Presented by Secretariat)

**SUMMARY**

This Information Paper provides an update on the activities of the Planning and Implementation Regional Groups (PIRGs) in other regions and a summary of the review of the corresponding PIRG's meeting reports by the Air Navigation Commission.

**1. INTRODUCTION**

1.1 Meetings of Planning and Implementation Regional Groups (PIRGs) were held in several ICAO Regions during 2014 and 2015. The corresponding reports were/will be reviewed by the Air Navigation Commission (ANC) and/or Council during their 2014/2015 Sessions.

**2. DISCUSSION**

2.1 The Secretariat prepared summaries of PIRG activities up to July 2015 (Summary No. 5 and Summary No. 6) and are attached to this Information Paper.

**3. ACTION BY THE MEETING**

3.1 The APANPIRG/26 is invited to note the summaries of PIRG activities contained in this Information Paper.

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## APPENDIX A

### PLANNING AND IMPLEMENTATION REGIONAL GROUPS (PIRGs) ACTIVITIES IN OTHER REGIONS

#### SUMMARY NO. 5

Date: 3 July 2015

Prepared by: IMP-AN Section, HQ, Montréal

1. This summary provides an update on activities of the Planning and Implementation Regional Groups (PIRGs) in other regions and a summary of the review of corresponding PIRG meeting reports by the Air Navigation Commission (ANC) up to June 2015.

*References: PIRG meeting documentation and procedural handbooks*

- EANPG/56 Paris, 24-27 November 2014  
ICAO Secure Portal <http://portal.icao.int/>

*Note:* To access EANPG/56, Paris, 24-27 November 2014, request access for EANPG

- MIDANPIRG/15, Bahrain, 8-11 June 2015  
<http://www.icao.int/MID/MIDANPIRG/Pages/default.aspx>
- NATSPG/51 Paris, 23-26 June 2015  
ICAO Secure Portal <http://portal.icao.int/>

*Note:* To access NATSPG/51, Paris 23-26 June 2015, request access for NATSPG group

2. During November 2014, EANPG/56 meeting was held in the European region and the corresponding report was reviewed by the Air Navigation Commission (ANC) during April/May 2015 Sessions. During first semester of 2015, some PIRG meetings were held in the Middle East and North Atlantic regions. The Air Navigation Commission (ANC) will review these two reports in September/October and November 2015 respectively. It was highlighted by the ANC to continue with the coordination approach, involving all regional groups by the Secretariat and between PIRGs and RASGs within the same region.

#### 2.1 The European Air Navigation Planning Group (EANPG)

##### a) Executive summary of the last meeting

- i) The EANPG/56 meeting was attended by ninety-two (92) representatives of thirty-five (35) Member and non-Member States and by observers from eight (8) international organizations. The report contains thirty-six (36) Conclusions and eight (8) Decisions. The Conclusions were concerning the Secretariat and States.
- ii) EANPG reviewed occurrences involving civil and military aircraft over High Seas, especially over Baltic Sea.
- iii) The EANPG followed up on the latest status of PBN implementation in EUR Region.

- iv) EANPG requested that ICAO Headquarters issue a State letter to urge States to use the ICARD database for five-letter name-code (5LNC) reservations and to release all un-used 5 LNCs.
  - v) A revised Volcanic Ash Contingency Plan – EUR Region was prepared by EANPG and a task force was created to align EUR and NAT Volcanic Ash contingency plans.
  - vi) EANPG noted that RVSM operations in the ICAO Region met the four safety objectives for the year 2013 according to EUR RMA and RMA EURASIA.
  - vii) EANPG reviewed list of air navigation deficiencies.
  - viii) EANPG reviewed search and rescue capabilities in EUR Region in accordance with Annex 12 – *Search and Rescue* requirements and discussed ways and means to address this situation.
- b) Coordination between PIRGs and RASGs
- i) The ANC noted the concern expressing the lack of resources for some parts of the RASG work programme (R-REP and IE-REST (EUR Regional expert safety team) activities).
  - ii) The EANPG invited its members to contribute to the activities of the RASG-EUR, in particular those of the R-REP and IE-RAST related to runway safety, and to occurrence reporting and analysis.
- c) Actions by the ANC on the report of the EANPG/56
- i) The ANC discussed the consequences of the use of aerodrome control tower (TWR) frequencies by ground vehicles involved in runway operations – reference in Conclusion 56/4. Some hazards related to ground vehicles using frequencies intended for communication between the tower and aircraft were emphasized. General support for this Conclusion to assist in the reduction of runway incursions globally and further work was needed to enhance Doc 9870 – *Manual on the Prevention of Runway Incursions*. Some reservations regarding possible safety hazards are reflected in the note of this Conclusion.
  - ii) The ANC noted the States having a difficulty to access some ICAO documents and suggested to bring forward this issue to the Council in the discussion of digital rights management.

## 2.2 Middle East Air Navigation Planning and Implementation Regional Group (MIDANPIRG)

- a) Executive summary of last meeting
- i) The MIDANPIRG/15 meeting was attended by eighty (80) participants of thirteen (13) States and seven (7) international organizations/Agencies. The report contains twenty-nine Conclusions and six Decisions.
  - ii) MIDANPIRG reviewed MID RVSM Safety Monitoring Report (SMR) for 2014, where it was indicated that the key safety objectives set out by MIDANPIRG Conclusion 12/16 were met

- iii) MIDANPIRG endorsed a revised MID Region Navigation Strategy as the framework identifying regional air navigation priorities, performance indicators and targets. States were requested to develop their National Air Navigation Performance Framework ensuring alignment with and support to the MID Region Air Navigation Strategy.
- iv) The meeting reviewed and endorsed the MID eANP (Volumes I, II and III) consolidated by the Secretariat based on the Council approved template and inputs received from the different MIDANPIRG contributory bodies. It is expected that ICAO MID Regional Office will process the necessary proposal for amendment in accordance with the procedure for amendment approved by the Council for formal approval by the end of 2015.
- v) MIDANPIRG reviewed and updated the status of implementation of the different priority 1 ASBU Block 0 Modules.
- vi) PBN Implementation in the MID Region was addressed by the meeting, noting its status of implementation and identifying the main challenges facing the implementation of PBN in MID Region and recommended measures that would overcome these challenges. The meeting also emphasized that the establishment of the MID Flight Procedure Programme (MID FPP) would foster the PBN implementation in the region.
- vii) MIDANPIRG urged States to take necessary measures to implement provisions of the Resolution A38-12 and MIDANPIRG/14 Conclusions 14/12 and 14/13 to foster the implementation of Civil/Military Cooperation and to implement FUA concepts. The meeting reviewed and endorsed objective and working arrangements of MID Civil/Military Support Team to expedite the implementation of the Flexible Use of Airspace (FUA) Concept in the MID Region.
- viii) MIDANPIRG addressed subjects as Air Traffic Flow Management (ATFM), Airport Collaborative Decision Making (A-CDM)
- ix) Aeronautical Information Management (AIM) subjects as MID Region AIM Implementation Roadmap and formal arrangements between AIS/AIM and the data originators were addressed by the meeting.
- x) MET implementation in the MID Region including subjects as implementation of the WAFS and SADIs in the region, International Airways Volcano Watch, and SIGMET were reviewed by the meeting.
- xi) Specific Air Navigation issues as MID Region ATS Route Network, Contingency Planning, Secondary Surveillance Radar Code Plan, Search and Rescue, ATM Enhancement Programme, AIM Database, Aeronautical Frequency Spectrum, Aeronautical Fixed Services, Use of Flight Plan “Converters”, Integrated Flight Plan Processing System, IP Network, Surveillance and ADS-B implementation, Regional OPMET Centre, Environmental Protection were reviewed and dealt by the meeting with appropriate conclusions.

xii) Review of deficiencies in the air navigation fields was conducted by the meeting, urging States to submit specific Corrective Action Plan (CAP) for each deficiency and providing MID regional office providing mitigation measures implemented.

b) Coordination between PIRGs and RASGs

i) The meeting noted that RASG-MID and MIDANPIRG have been coordinating some safety-related issues such as mitigation measures for CFIT (unstabilized approaches) and call sign confusion and similarity.

ii) Other subjects of interest for both groups have been identified, in particular those related to ATM safety such as SMS implementation for ANS/ATM, language proficiency for air traffic controllers, RVSM monitoring, etc.

iii) Outcome of the Second PIRG-RAG Global Coordination meeting was appraised by the meeting to further improve the coordination mechanism between MIDANPIRG and RASG-MID.

c) Actions by the ANC on the MIDANPIRG/15

i) The report of MIDANPIRG/15 will be reviewed by the ANC in September/October 2015.

**2.3 North Atlantic System Planning Group (NATSPG)**

a) Executive summary of last meeting

i) The NATSPG meeting was attended by twenty five (25) participants of nine (9) States and three (3) international organizations. The report contains twenty-four conclusions.

ii) NATSPG reviewed Cost effectiveness key performance indicators (KPIs) common to NAT IMG and NAT EFG, i.e. “Cost per 100 KM flown” and “Cost per oceanic flight hour”.

iii) NATSPG also reviewed latest progress on the 25 nautical miles Reduced Lateral Separation (RLatSM) in the ICAO NAT Region with trial implementation planned to commence its phase 1 on 12 November 2015.

iv) The meeting noted the information on business case analysis (BCA) from NAT EFG for RLatSM phases 1 and 2. The estimated combined net saving in fuel for RLatSM phases 1 and 2 of amounted to 9.6 million CAD and 52 000 metric tonnes in avoided GHG emissions. IATA supported this methodology.

v) NATSPG was provided with information on the planned implementation of ATS surveillance enabled services using Space-Based ADS-B in the North Atlantic OCAs. Air Navigation Services Providers (ANSPs) in the Gander and Shanwick Oceanic Control areas (OCAs) had been coordinating a common strategy for ATS surveillance based in Space Based ADS-B. The current focus of the collaboration effort was on the implementation on 1 February 2018 of a longitudinal application of 15 nautical mile (NM) ATS surveillance separation.

- vi) NATSPG endorsed the NAT 2014 Annual Safety Report (ASR) and safety priorities and targets summary. Additional targets were added to the list of safety key performance indicators for the ICAO NAT.
- vii) NATSPG was informed of the development of the draft Volumes I, II, III of NAT eANP. The group established a NAT eANP project team to finalize the work to populate these volumes of NAT eANP for NATSPG to endorse them prior final processing of the PfAs.
- viii) NATSPG also endorsed several PfAs to be presented for NAT SUPPs (Doc 7030) *Regional Supplementary Procedures*: Flight planned routes north of 80° N, Provisions of the ICAO aircraft address, lateral separation minima in Santa Maria OCA, longitudinal separation minima in Santa Maria OCA, NAT Region policy for equipage with and operation of ACAS II.
- ix) The meeting noted the status of the Volcanic Ash Contingency Plan (VACP)-North Atlantic Region that was still under development. This plan when available will be harmonized with EUR VACP. It is expected that final plan EUR/NAT VACP would be approved by end of 2015.
- x) Several amendments to documentation for NAT Operations and Airspace Manual were approved by the meeting including consistency with globally applicable provisions.

b) Coordination between PIRGs and RASGs

- i) There is no RASG for North Atlantic Region. In the NAT SPG structure, the NAT Safety Oversight Group, reporting to the NAT SPG, has safety related responsibilities, including the monitoring of the implementation of the ICAO Global Aviation Safety Plan (GASP) and the production of the NAT Region Safety Report.

c) Actions by the ANC on the NATSPG/51

- i) The report of NATSPG/51 will be reviewed by the ANC in November 2015.

**3. Items, which ANC considered good examples for sharing and possible application by other PIRGs.**

3.1 The ANC appreciated the EANPG/56 report, its alignment with the Global Air Navigation Plan (GANP) and the related ASBU modules. This allowed the ANC to effectively assess the level of progress in the region regarding the GANP modules, with proposals on how to further develop the ASBU block 1 and 2 modules.

3.2 The ANC noted the work of the EANPG on search and rescue capability in the EUR Region and agreed on this work being important globally.

3.3 The ANC commended the EANPG on its tracking of air navigation deficiencies in its region and on providing continuous focus on resolving them.

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## APPENDIX B

### PLANNING AND IMPLEMENTATION REGIONAL GROUPS (PIRGs) ACTIVITIES IN OTHER REGIONS

#### SUMMARY NO. 6

Date: 21 August 2015

Prepared by: IMP-AN Section, HQ, Montréal

1. This summary provides an update on activities of the Planning and Implementation Regional Groups (PIRGs) in other regions and a summary of the review of corresponding PIRG meeting reports by the Air Navigation Commission (ANC) up to August 2015.

*References: PIRG meeting documentation and procedural handbooks*

- *GREPECAS PPRC/3, Mexico City, Mexico, 21-23 July 2015*

<http://www.icao.int/SAM/Pages/MeetingsDocumentation.aspx?m=2015-CRPP3>

2. During July 2015, the Third Programmes and Projects Review Committee Meeting (PPRC/3) was held at the ICAO North American, Central American and Caribbean (NACC) Regional Office, in Mexico City, Mexico and the corresponding report will be reviewed by the Air Navigation Commission (ANC) during November 2015 session.

#### 2.1 **THIRD PROGRAMMES AND PROJECTS REVIEW COMMITTEE MEETING (PPRC/3)**

##### a) **Executive summary of the meeting**

i) The Third Meeting of the Programmes and Projects Review Committee (PPRC/3) was held at the ICAO North American, Central American and Caribbean (NACC) Regional Office, in Mexico City, Mexico, from 21 to 23 July 2015, and it was attended by 25 participants from 6 NAM/CAR States and 5 SAM States, and 3 International Organizations (CANSO, COCESNA and IATA) as Observers. The meeting adopted eight (8) conclusions and two (2) decisions.

ii) The Meeting was informed that the ICAO Air Navigation Commission (ANC) had taken note of the revision request of the uniform methodology for identification, evaluation and notification of deficiencies in the ICAO navigation, and informed that it is in the 2015 Secretariat activity plan.

iii) The Meeting took note of the electronic Air Navigation Plan (e-ANP) implementation progress for the CAR/SAM Regions. As a follow-up of eANP preparation targets, the review of the e-ANP will be approved in two phases.

iv) The Meeting analyzed the inter-regional activities between CAR and SAM Regions in CNS and ATM fields highlighting in the CNS area the implementation of the interconnection of the VSAT Regional networks MEVA III and REDDIG II, the advance and plans for the interregional

ATN application as AMHS and AIDC and the radar data exchange. In the ATM area, the meeting noted the carry out of seminars, workshops for the PBN, ATFM and SAR areas.

v) The Meeting analyzed the CAR/SAM activities for a Consolidated Interface Control Document (ICD) for AIDC Implementation in the CAR/SAM.

vi) The meeting also took note of the advance made since GREPECAS/17 to the CAR and SAM Regions projects of PBN, ATFM, Automation and ATM Situational Awareness, Ground-ground and Air-ground Telecommunications Infrastructure Programme, AGA, AIM and MET programmes and the difficulties encountered in their implementation.

vii) To complete the ATFM implementation in the CAR and SAM Regions, the Meeting considered that States require implement ATFM Letters of Agreement and/or updating their operational Letters of Agreement between ACCs and adjacent FIR with ATFM procedures.

viii) When analyzing the implementation of AMHS systems and its interconnection in the CAR and SAM Regions, the Meeting observed that AMHS application has not been exploited in its full potential, and that it operates in the same way as AFTN, only with alphanumeric characters and not using the messages annex delivery, that could contain various information such as tables and graphs.

ix) The Meeting convened that States should take advantage of AMHS, as well as the establishment of greater capacity and speed communication networks, sending messages with annexes attached, previous coordination among units, where messages are exchanged, in order to increase the information required by these units, and achieve a better situational awareness. In this sense, the Meeting considered the need of creating a group to start a strategy of development and implementation to obtain an effective AMHS use.

x) Several States from both Regions agreed that e-TOD implementation for Area 2 for 12 November 2015, it's difficult to comply considering technical difficulties, training and human resources quantity, as well as the implementation high cost impact. In this regard, the Meeting considered convenient to consult through the GREPECAS express mechanism to all States from both Regions on their compliance expectations to the Annex 15 indicated date.

xi) The Meeting requested that the Secretariat send an IOM to the D/ANB in order to prioritize completion of Doc 9839 on AIM Quality and to have as soon as practicable, a final version of the Doc 9881 on electronic terrain and obstacle data.

xii) The Meeting analyzed the activities developed by CAR and SAM Regions in order to foster the measurement, monitoring and reporting of the goals established in the regional plans and in the Bogota and Port-of-Spain Declarations and the development of national plans aligned with the Global Air Navigation Plan (GANP) (4th edition) and the corresponding Regional Air Navigation Performance-based Plans for NAM/CAR Region (RPBANIP) and for SAM Region (SAM PIB).



xiii) The Meeting urged CAR/SAM Region States, that have not yet done so, to amend and develop as soon as possible their national plans aligned with the GANP (4th edition) and the RPBANIP and SAM PBIP, as way of harmonizing the implementation and facilitate the inter and intraregional navigations systems and services interoperability.

**b) Coordination between PIRGs and RASGs**

i) The Meeting proceeded to the revision of the actions suggested by the Second Global Coordination Meeting (GCM) of Regional Planning and Implementation Groups (PIRGs) and Regional Aviation Safety Groups (RASGs) and proceeded with the approval of the suggested actions to be implemented by the CAR/SAM Regions States, GREPECAS and to follow-up activities by ICAO.

ii) The Meeting agreed that some RASG-PA safety risk mitigation actions could be part of the projects that are already being developed in GREPECAS scope, and therefore RASG-PA needs to be informed to avoid any duplication of efforts. GREPECAS projects could be benefited with the safety intelligence information generated by RASG-PA to establish implementation priorities of operational improvement and urged States, Territories and International Organizations to actively participate in RASG-PA meetings,

ii) In order to increase the necessary coordination between GREPECAS and RASG-PA, the Meeting considered important that the Chairman and Vice-Chairman of GREPECAS could be invited to participate in the meetings of RASG-PA and in the same way, the Chairman and Vice-Chairman of RASG-PA could be invited to participate in GREPECAS and PPRC meetings.

**c) Actions by the ANC on the Third Meeting of the Programmes and Projects Review Committee (PPRC/3)**

i) The report of PPRC/3 meeting will be reviewed by the ANC in November 2015.

**4. Items, which ANC considered good examples for sharing and possible application by other PIRGs.**

To be determined.

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